POINT WELLS DEVELOPMENT TRAFFIC IMPACT ANALYSIS

IN ACCORDANCE WITH SNOHOMISH COUNTY CODE (SCC) 30.66B

Snohomish County, Washington

Prepared for:
BSRE POINT WELLS, LP
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DAVID EVANS AND ASSOCIATES, INC.
415 - 118th Avenue SE
Bellevue, WA 98005-3518

PARA0000-0003

March 2011

DAVID EVANS AND ASSOCIATES INC.

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PROJECT IDENTIFICATION

David Evans and Associates, Inc. (DEA) has been contracted by BSRE Point Wells, LP to provide a traffic impact analysis for the proposed Point Wells Urban Center Development project. This traffic impact analysis (TIA) is intended to provide Snohomish County and other impacted agencies within Snohomish County the necessary traffic analysis for the Urban Center plan, while addressing the future ultimate redevelopment proposed in accordance with the scope of work outlined in the 30.66B Pre-Submittal conference conducted on December 16, 2009 and updated on January 12, 2011.

Currently, the Washington State Department of Transportation (WSDOT) is the only governmental organization with transportation facilities that are impacted by the project that have interlocal agreements (ILA) with Snohomish County. At this time, mitigation payments for capacity improvements are made only to Snohomish County and WSDOT. Transportation Demand Management (TDM) measures and a Voluntary Trip Reduction Program are proposed for the project to offset the TDM payment. Below is a summary of the pertinent project information:

Name of Project:	Point Wells Development Traffic Impact Analysis
Applicant's Name:	BSRE Point Wells, LP
Traffic Study Preparer:	Victor Salemann, P.E., Member of ITE
	David Evans and Associates, Inc. 415 - 118th Avenue SE Bellevue, WA 98005 Telephone: (425) 519-6500 Fax: (425) 519-5361

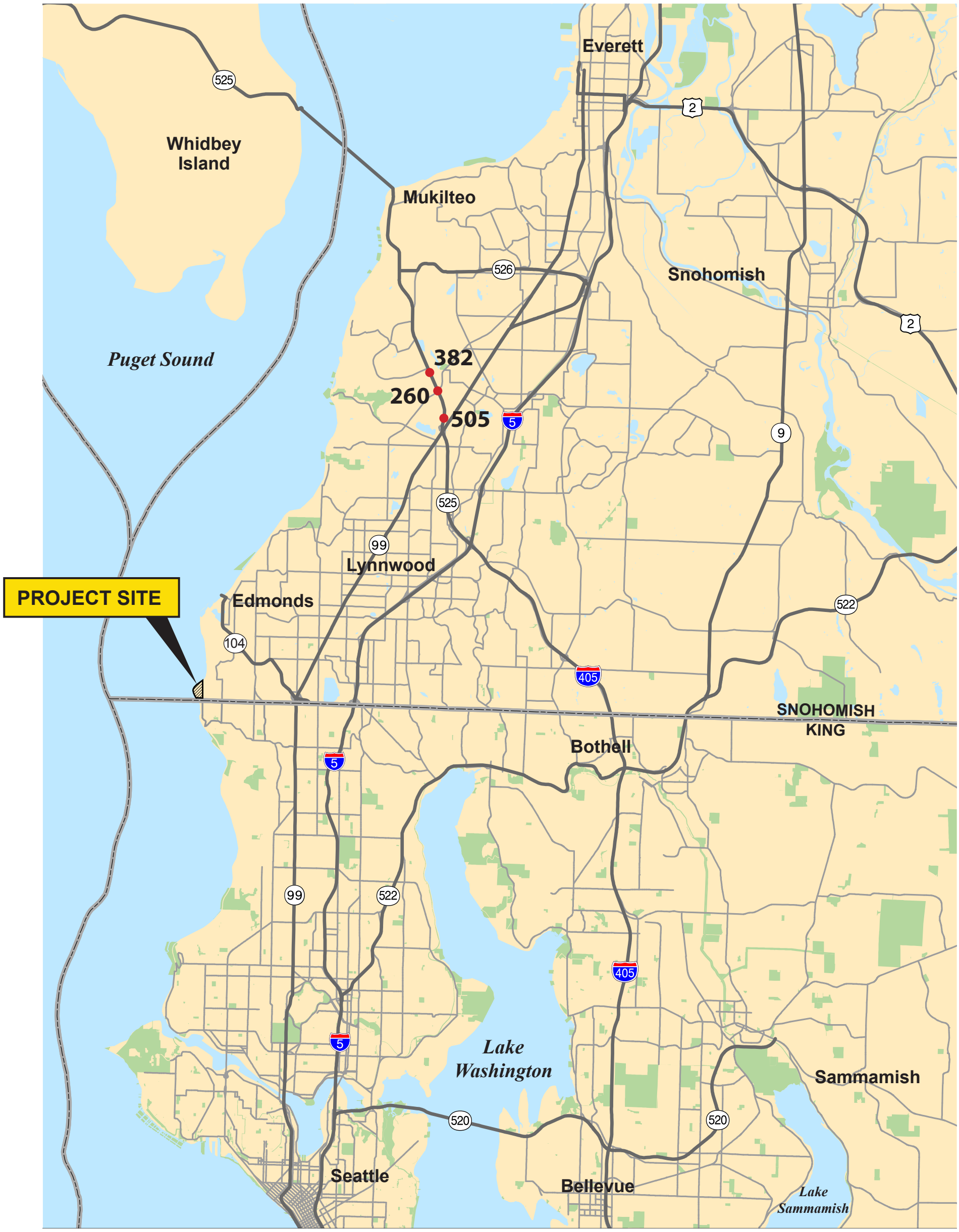
LOCATION AND ACCESS

The proposed Point Wells Development is located within Transportation Service Area (TSA) F, inside the Southwest County Urban Growth Area (UGA) and the Woodway Municipal UGA. The project location is in the southwestern-most corner of Snohomish County along the Puget Sound. The Point Wells Development site address information is as follows:

20555 Richmond Beach Drive NW
Seattle, WA 98177

There is currently one access point connecting the Point Wells Development site and the surrounding roadway system, and it will remain upon completion of the site redevelopment. Richmond Beach Drive within the Town of Woodway provides access to the Point Wells Development. The City of Shoreline and King County municipal boundary is located about 250 feet south of the project entry.

Trips to and from the site will travel through the City of Shoreline to junctions with other major arterials. Project trips will travel north to Snohomish County and local cities within its bounds and southward throughout King County and those local cities within the project vicinity. **Figure 1** is a Vicinity Map for the proposed project with impacted key intersections.



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Vicinity Map with Impacted Key Intersections

Point Wells Development

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Figure 1

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PROJECT/SITE DESCRIPTION

HISTORIC AND CURRENT USAGE

The Point Wells facility history dates back to the early 1900's. The site was originally developed between 1909 and 1911. In 1912, Standard Oil (now Chevron), Shell, and other smaller oil companies purchased the site to be used as a refueling station. In 1950, the site was purchased outright by Chevron, and the facility was used as an asphalt refinery and light products/lube oil distribution depot. The various types of petroleum products stored and processed at Point Wells included crude oil, asphalt products, lubrication oil, fuel oil, aviation fuel, motor vehicle and marine vessel fuels, and thinners. The light products/lubrication oil distribution terminal is no longer in operation. The asphalt refinery ceased operations in 2000. In 2006, the Alon group purchased the site which was then transferred to BSRE Point Wells, LP in 2010.

Currently, Paramount Petroleum Corporation uses the site as a petroleum storage and distribution facility. The existing PM peak hour and daily site trip generation equals a total of 116 PM peak hour trips and 546 daily trips.

PROPOSED PROJECT

The Point Wells site development will occur over the course of several years. The environmental cleanup action plan and the development marketing strategy are the primary drivers for this project. The scheduled cleanup process breaks the site into cleanup areas and will commence up the site decommissioning.

The building and site development will follow the cleanup starting with the primary site infrastructure and public amenities that will make the development attractive to both potential residents and the community at large. The infrastructure necessary to support a development the size of Point Wells is significant.

The Point Wells redevelopment project consists of a future mixed-use Urban Center. The Urban Center will consist of mixed-use commercial, retail, residential, and public recreational uses. The project scope is set on an assumed set of general land use characteristics based on the final project build out. **Table 1** shows the total amount of commercial and retail areas listed by square feet and the total number of residential units.

Table 1: Project Development General Land Uses

Commercial (Sq. Ft.)	Retail (Sq. Ft.)	Residential (No. of Units)
32,262	94,300	3,081

TRIP GENERATION

The gross AM peak hour, PM peak hour, and average daily traffic (ADT) trips were determined for the Point Wells Development using the methodology outlined in *Trip Generation, 8th Edition* (Institute of Transportation Engineers, 2008). Following the guidelines covered in the ITE report, the trip generation for each of the nine separate land use codes (LUC) were calculated. These values are the basis of the total gross trip generation, prior to reductions.

ASSUMED LAND USE

The Point Wells site will offer potential residents a vast amount of sustainable residential living options and retail and commercial spaces. Nine ITE acknowledged LUC's were chosen as they best represent what may be constructed at the site.

Table 2 indicates the assumed land use type, ITE land use code, and unit type (i.e. DU=Dwelling unit, ODU= Occupied Dwelling Unit, and SF= square feet) for the Point Wells Development.

Table 2: Assumed Land Use

Land Use Type	Land Use Code (LUC)	Units	Total
High-Rise Apartment	DU	DU	403
High-Rise Residential Condominium/Townhouse	DU	DU	1,861
Luxury Condo/Townhouse	ODU	ODU	500
Senior Adult Housing - Attached (Condo)	ODU	ODU	317
Health/Fitness Club	SF	SF	20,000
General Office	SF	SF	24,762
Medical-Dental Office Buildnig	SF	SF	7,500
Specialty Retail Center	SF	SF	30,000
Supermarket	SF	SF	26,300
Quality Restaurant	SF	SF	18,000

GROSS CUMULATIVE TRIP GENERATION TOTALS

Using the appropriate ITE trip generation LUC rates, the Point Wells gross cumulative trip generation was conducted. The trip generation methodology was completed in accordance with the ITE Trip Generation Handbook (Institute of Transportation Engineers, 2004). The following table (**Table 3**) shows the cumulative total of daily, AM peak, and PM peak hour trips for the site.

Table 3: Gross Cumulative Trip Generation

	Total Trips	Entering Trips	Exiting Trips
Gross Daily	19,826	9,913	9,913
Gross AM Peak Hour	1,267	348	904
Gross PM Peak Hour	1,729	1,008	721

TRIP GENERATOR ADJUSTMENTS

The trip generation rates and equations contained in the ITE trip generation documentation are derived from actual measurements of traffic generated by individual sites. These rates and equations represent vehicles entering and exiting the site at its driveway. However, there are instances in a mixed-use development, such as the Point Wells Development, when the total number of gross entering and exiting trips generated by the site is reduced by the interaction of the mixed uses. The following reductions are those utilized in the Point Wells Development trip generation.

Existing and Historic Use Reductions

This project will receive credit for traffic impacts that already exist from the historic permitted use of the site as an asphalt refinery and petroleum distribution facility. Data was gathered from the Point Wells Development about the existing and historic usage. This same data was used in the Paramount Docket XIII SEIS. A total of 116 AM and PM peak hour trips were historically generated, while a total of 546 daily (ADT) trips were historically generated. These trips are removed from the gross total as a trip credit. The net new trips will reflect the reduction of trips from the existing and historic usage of the Point Wells site.

Internalization Reduction

A key characteristic of a multi-use development, such as the Point Wells Development, is that trips between some of the various land uses can be made on-site. These internal trips do not impact the surrounding city or county roadway system. These internal trips are often made by alternate means such as walking, biking, or vehicles entirely on internal pathways or internal roadways without using external streets.

The development of the Point Wells site was planned as an Urban Center, providing all of the needed amenities and services to allow residents to remain on site instead of traveling off site for their desired goods and services. The Point Wells site is planning on a supermarket, a number of restaurants, office space, medical and dental facilities, and a mix of shops supplying goods and services, in addition to the recreational amphitheater, beachfront, boardwalk, and pier areas.

The internalization reductions were calculated following the ITE Internal Trip Balancing for a Multi-use Development(Institute of Transportation Engineers, 2004) and the *Internal Trip Capture Estimator for Mixed-Use Developments* (Bochner & Sperry, 2010). The Bochner & Sperry report studied three similar mixed-use developments in Texas. Results of the study indicate that mixed-use developments, such as the Point Wells Development, can have PM peak internalization rates within the range of 30-43%. A combination of the ITE internalization rates, project-specific assumptions, and assumptions from the Bochner & Sperry report were used for the Point Wells site.

Internalization reductions were taken for the daily, AM, and PM peak hours. The internalization focused on the residential, office, and retail areas of the development and did not take into account any same land use reductions (i.e., residential to residential, retail to retail, or commercial to commercial).

Internalization at the Point Wells site was determined to be 38.8% due to the ratios of residential, retail, and commercial areas provided on the site. The Point Wells Development offers a higher internalization rate because the total amenities and services provided by the site allows for fewer trips to leave for similar uses off-site. These internalization rates are all consistent with ITE and the findings of the Bochner & Sperry report. Refer to **Appendix C** for Trip Internalization data.

Pass-By & Diverted Link Reductions

The Point Wells Development is considered a "destination site," in that existing roadway trips cannot easily enter the site and exit by continuing on the original path (such as at shopping centers, strip malls, gas stations, etc.) on a heavily traveled arterial. Due to the destination type development, no pass-by or diverted-link trip reductions were taken.

Transit Reductions

Although a number of transit resources are available, no transit reduction was taken during the trip generation portion of the analysis. The proposed residential land uses are presumed to be near bus or rail lines, while other transit options (LINK Light Rail, etc.) are not fully operational in the project vicinity (at the current time). As these additional resources are implemented in the project vicinity, it is expected that the site trip generation will be reduced.

NET NEW TRIP GENERATION BASED ON ITE RATES

Upon the completion of the trip generation for the Point Wells Development (gross trips), and the reduction of trips through internalization and existing usage reductions, the final "Net New" trips are determined. These trips are those to be distributed via the local, regional, and state roadway system. The proportions of trips entering and exiting the proposed project site under the headings "Entering Trips" and "Exiting Trips" are based on the ITE Trip Generation Report for each specific land use. A summary of the trip generation data is included in **Table 4.**

Table 4. Gross Trips and Net New Trip Summary

	Total Trips	Entering Trips	Exiting Trips
Gross Daily	19,826	9,913	9,913
Gross AM Peak Hour	1,267	348	904
Gross PM Peak Hour	1,729	1,008	721
Net New Daily	11,587	5,794	5,793
Net New AM Peak Hour	659	136	523
Net New PM Peak Hour	942	582	360

(Values rounded to nearest whole number for trip distribution.)

The values shown in **Table 4** are the Point Wells Development trip generation and the respective reductions based on the planned development. This data is shown in the trip distribution figures throughout the Point Wells Development TIA.

TRIP ASSIGNMENT AND DISTRIBUTION

The year 2017 is used as the horizon year for this analysis and full project build out, adhering to the standard 6-year concurrency period. Although the 6-year horizon year was used, it is expected that traffic impacts will be less since final project development is not expected to be completed by then. Trip distribution was estimated taking into account the distinct trip patterns of the Point Wells Development land uses (residential, retail, and commercial).

The Point Wells trip assignment utilized the Final Docket XIII Comprehensive Plan Amendment - Paramount of Washington LLC Supplemental Environmental Impact Statement (SEIS) (December 2008, ICF Jones & Stokes), hereby stated as Paramount Docket XIII SEIS, as a basis for the trip distribution. This document was used to provide preliminary assignments and the basis for the assignment and distributions

outlined in this analysis. It was determined that the Paramount Docket XIII SEIS assignment had a primary focus on the Snohomish County regional model and less of a multi-county distribution, as necessary for this scale and type of mixed-use development. Because of this, the manual trip assignment for Point Wells refined the Snohomish County regional model distribution to more closely represent a multi-county distribution to both Snohomish and King counties based on local land uses and demand areas throughout the project vicinity. This resulted in a more proportioned trip assignment split to the north and south.

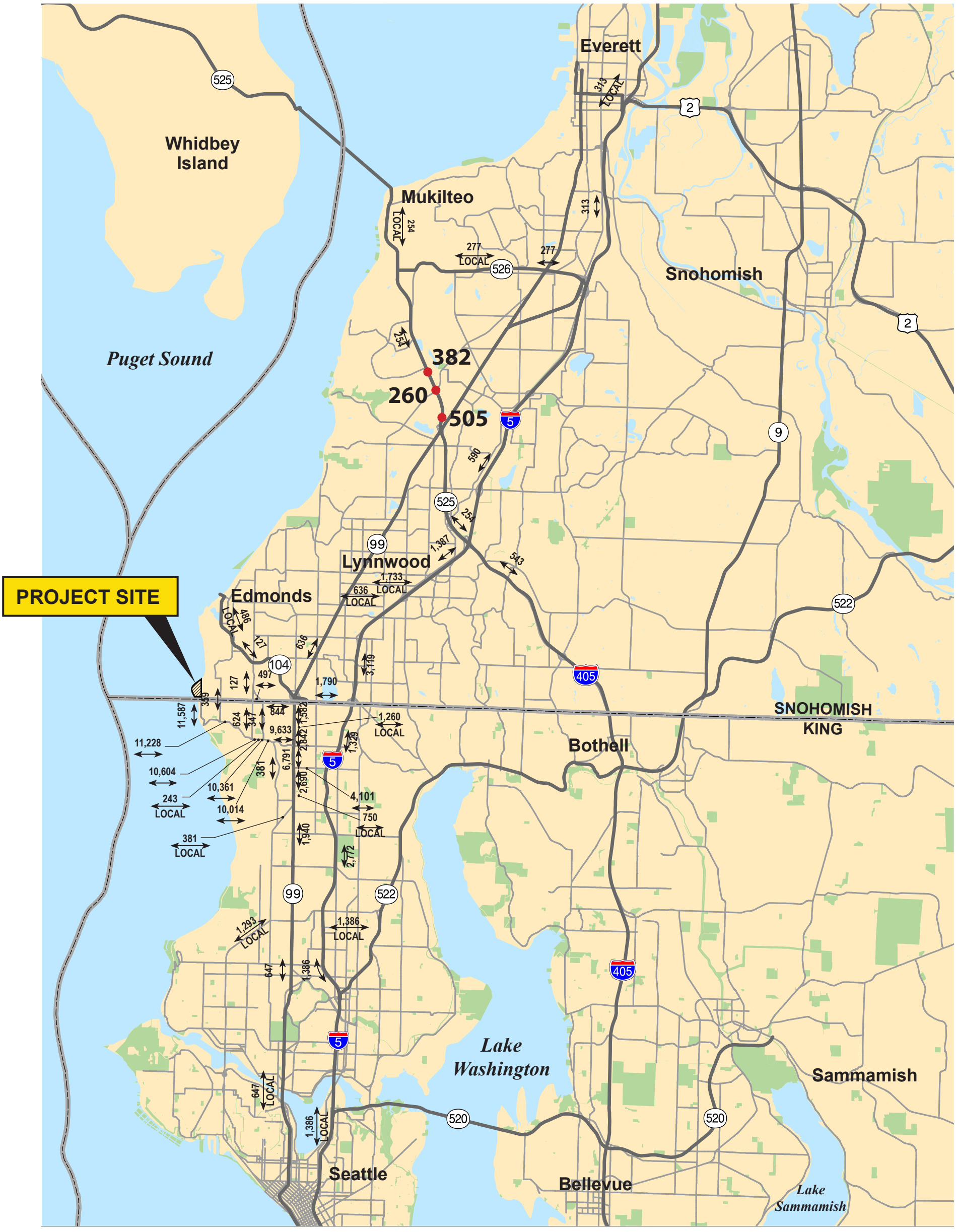
It is expected that project trips will enter and exit the site to a number of local and regional destinations, following the "commuter" and "other" pattern, as identified in the Transit Reductions section above. **Table 5** identifies the destinations and "commuter"/"other" profiles identified for the development.

Table 5. Trip Distribution Destinations based on "Commuter" or "Other" Profiles

County	Destination	"Commuter" Distribution	"Other" Distribution
Snohomish County	Everett - Downtown	10%	3%
	Everett - Paine Field Vicinity	7%	0%
	Southbound I-405	7%	3%
	Lynnwood - via I-5	7%	17%
	Lynnwood - via Highway 99 (Aurora)	3%	6%
	Mukilteo	0%	3%
	Edmonds	0%	6%
King County	Aurora Village Vicinity	0%	14%
	Richmond Beach Vicinity	0%	3%
	Dayton Avenue Vicinity	3%	3%
	Highway 99 North (195th Street to 165th Street)	0%	9%
	Highway 99 South (150th Street - South)	0%	14%
	Northgate Vicinity	3%	14%
	Seattle - via Highway 99 (Aurora)	10%	3%
	Seattle - via I-5	50%	3%

Although the trip distribution was based on the trip assignment as described above, it also took into consideration the different proposed land uses at the Point Wells site. Each of the land uses (residential, office, and retail) would operate under their own separate distribution based on the "commuters" and "others" scenarios. The trips associated with each land use were distributed separately to properly identify patterns associated with those trips.

Upon the completion of the individual distributions, the combination of all the land uses provided the basis for a combined net new trip distribution. The aggregate trip distribution and assignment for the daily, AM peak hour, and PM peak hour trips are shown in **Figures 2**, **3**, and **4**, respectively. Assignment of the project-generated trips for key intersections for the AM peak hour and the PM peak hour are shown in **Figures 5** and **6**, respectively. **Tables 6-7** summarize the project-generated trip volumes through the County's key intersections with project trips for the AM peak hour and PM peak hour, respectively.



LEGEND

xx ↔ Net New Daily Trips

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Daily (ADT) Project Trip Distribution

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Figure 2

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LEGEND

xx ⟷ xx AM Peak Hour Project Trips

(#) Trip Distribution (%)

N

NOT TO SCALE

AM Peak Hour Trip Distribution

Point Wells Development

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Figure 3

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LEGEND

xx ⟷ xx PM Peak Hour Project Trips

(#) Trip Distribution (%)

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PM Peak Hour Trip Distribution

Point Wells Development

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Figure 4

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Figure 5. AM Peak Hour Key Intersection Project Trips

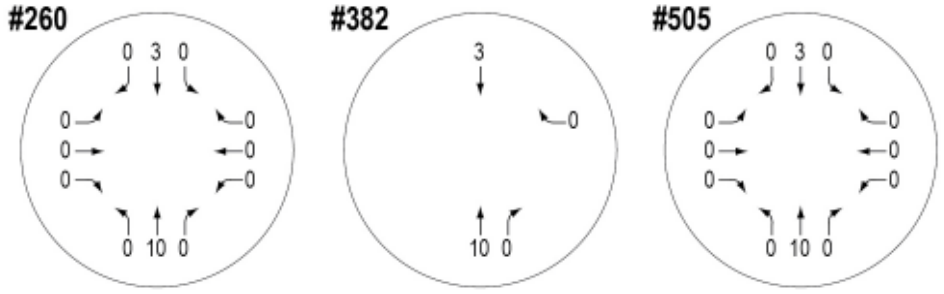


Figure 6. PM Peak Hour Key Intersection Project Trips

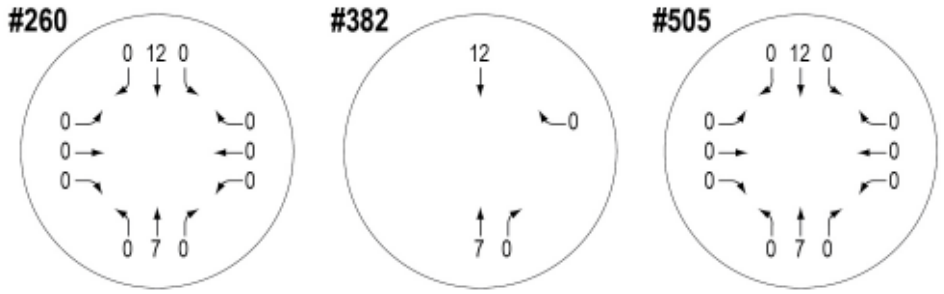


Table 6. Distribution of Project-Generated Trips – AM Peak Hour

Snohomish County Intersection Number	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
260	0	0	0	0	0	0	0	10	0	0	3	0
382	-	-	-	-	-	0	-	10	0	-	3	-
505	0	0	0	0	0	0	0	10	0	0	3	0

Table 7. Distribution of Project-Generated Trips – PM Peak Hour

Snohomish County Intersection Number	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
260	0	0	0	0	0	0	0	7	0	0	12	0
382	-	-	-	-	-	0	-	7	0	-	12	-
505	0	0	0	0	0	0	0	7	0	0	12	0

CRITICAL ARTERIAL UNITS

Refer to **Appendix A** for the critical arterial unit list. Both AM and PM peak hour project trips generated by the Point Wells Development cross critical arterial units, however those trips do not utilize the critical arterial units.

Refer to the Paramount Docket XIII SEIS for information about impacts to intersections within King County.

LEVEL OF SERVICE ANALYSIS FOR IMPACTED CRITICAL ARTERIAL UNITS

Upon the completion of the trip generation and distribution, as described above, it has been identified that none of the Point Wells Development trips impact any Snohomish County critical arterial units. Further, no Snohomish County arterial units are impacted by greater than 50 peak hour directional trips.

Therefore, no existing or future LOS analyses for any TSA F or other TSA arterial units were conducted.

KEY INTERSECTIONS

Tables 4-5 summarize that three Snohomish County key intersections (#260, #382, and #505) have Point Wells Development trips entering and exiting (via 525 to Mukilteo). Although these intersections have AM and PM project trips in the intersection, none of the trips enter a critical arterial unit.

PIPELINE INVENTORY AND TRAFFIC COUNTS

Project pipeline inventory data was not obtained because no Snohomish County critical arterial units are being impacted with three or more trips by the Point Wells Development.

As required by Snohomish County, all traffic counts for the key intersections must be less than one year old. No traffic counts were required for this study since no critical arterial units have three or more project trips on them.

ACCESS AND CIRCULATION

Access into and out of Point Wells Development is provided via one driveway to the local roadway system at the south end of the site. The development connects with Richmond Beach Drive to NW 196th Street and then to the Richmond Beach Road corridor. The existing driveway will not be relocated from its existing location.

No queuing analysis was conducted because the ingress and egress to and from the site is linked to an existing roadway in the immediate roadway system.

Upon entering the site, vehicles will arrive at the Urban Plaza area of the site where the transit hub (train and bus), retail, and commercial areas are located. Traveling past the Urban Plaza, vehicles will utilize a newly-constructed vehicle bridge that crosses the existing Burlington Northern Railroad tracks that run to the north and south. After crossing the new bridge, vehicles can travel northwest along the tracks to the northern end of the site or travel south to the Waterfront Plaza. These areas include residential and retail areas plus other amenities including boardwalks, landscaped areas, beachfront/pier areas, restaurants, and pocket parks.

SIGHT DISTANCE

Available sight distance at the project entrance exceeds the minimum required by Snohomish County Engineering Design and Development Standards (EDDS).

EXTENT OF IMPROVEMENTS

In accordance with Snohomish County Code (SCC) 30.66B.430, traffic studies shall contain analysis of the extent of any improvements determined to be necessary.

It is not anticipated that additional requirements in regards to roadway improvements within Snohomish County will be required for the described project. Although no improvements will be made to the Snohomish County roadways outside of the project site, on-site improvements will be made to alleviate any site-to-county roadway deficiencies.

PROJECT MITIGATION

Point Wells project trips utilize a number of local roadways and state facilities, traveling to both Snohomish County and King County, including a majority of other local cities and towns within each county [Snohomish: Edmonds, Everett, Lynnwood, Woodway, etc; King: Shoreline, Seattle (downtown, Northgate, etc.), etc.]. Although trips are distributed to both Snohomish and King Counties and their respective cities, the following project mitigation discussion focuses on impacts within Snohomish County. Discussion about other offsite mitigation within King County is found in the Paramount Docket XIII SEIS.

Snohomish County Code identifies that mitigation resolution must conducted for those agencies with an interlocal agreement (ILA) with the County. The only agency that currently has an ILA with Snohomish County and have Point Wells Development traffic impacts is WSDOT. Therefore, mitigation for only these WSDOT is calculated in this report. While this is the only agency (other than Snohomish County) to receive mitigation resolution, this does not mean traffic impacts are localized to their respective locations. Traffic impacts vary throughout the project vicinity, both in the cities of Snohomish and King Counties.

As stated in the sections above, few project trips impact Snohomish County facilities, therefore the applicant reserves the right to submit a negotiated mitigation fee at a future date.

SNOHOMISH COUNTY

Snohomish County collects mitigation fees based on a development's location (TSA) and the type of development. The Point Wells Development is located in TSA F. As listed in the SCC 30.66B Presubmittal Form C-4213-1, the mitigation fees for different land uses within TSA F are:

- Residential Rate: $230.00 per average daily trip (ADT)
- Commercial Rate: $196.00 per average daily trip (ADT)

In addition to the base impact fees, the SCC 30.66B will allow up to a five percent (5%) reduction credit for projects that provide TDM measures. An additional two percent (2%) trip reduction credit is available for any commercial development for which the developer agrees to implement a voluntary trip reduction program. The Point Wells Development plans to create and implement a voluntary trip reduction program, which will utilize a shared car service such as "Flexcar" or "Zipcar" on site, in addition to designated areas for bicycle parking. The project will also promote the use of alternative methods of transportation by limiting residential parking to one stall per unit. Local transit such as the planned on-site Sound Transit Sounder rail station and local bus services are two alternative methods of transportation. A shuttle service to off-site transit centers will be considered as an interim measure as on-site opportunities are developed.

The voluntary TDM program will allow the Point Wells Development to become eligible for the additional two percent (2%) reduction in impact fees.

The historical commercial trips generated by the site are 546 daily trips (ADT). The impact fee calculation uses the net new trips for the Point Wells Development (gross minus all reductions and historical trips). The resulting new residential and commercial ADT is 8,351 and 3,237, respectively.

Residential:	8,351 x $230.00 =	$1,920,730.00
Commercial:	3,237 x $196.00 =	$634,452.00
Total (Pre-TDM Reduction)		$2,555,182.00

The calculated impact fee is $2,555,182.00.

To qualify for the seven percent (7%) SCC 30.66B trip reduction credits, the Point Wells Development will implement TDM and a voluntary trip reduction program. Upon reducing the impact fee by seven percent (7%, the combined 5% and 2% credit reduction), as eligible by SCC 30.66B, the resultant fee is $2,376,319.26.

Snohomish County Total (Pre-TDM Reduction)	$2,555,182.00
County TDM Reduction @ 7%	$178,862.74
Total Snohomish County Mitigation	**$2,376,319,26**

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (WSDOT)

The Point Wells Development is proposing to mitigate its impacts to state facilities via Option 1A, the Proportionate Share Calculation on the *Long Version Traffic Mitigation Offer to WSDOT*. Two separate state projects listed on the Snohomish County and WSDOT interlocal agreement "Exhibit C" will have Point Wells Development trips utilize those facilities. The total proportionate share obligation of the Point Wells project to WSDOT is $122,286.12. Paper copies of the WSDOT mitigation offer have been supplied during the submittal of this report.

TOTAL MITIGATION

The mitigation fees for the Point Wells Development to Snohomish County and WSDOT are $2,498,605.38. Please refer to the calculation below.

Snohomish County Mitigation:	$2,376,319.26
WSDOT Mitigation:	$122,286.12
Total Mitigation:	**$2,498,605.38**

No other cities within Snohomish County that are impacted by Point Wells Development trips currently have an ILA with the county in regards to traffic impact fees. Therefore, no other mitigation offers were proposed. The applicant reserves the right to submit a negotiated total mitigation fee for Snohomish County and WSDOT at a future date.

Additional information of impacts to surrounding areas is contained in the Paramount Docket XIII SEIS.

APPENDIX A –
CRITICAL ARTERIAL UNIT LIST

Critical Arterial Units and Traffic Study Scoping Sheet for Large Developments

CRITICAL ARTERIAL UNITS				Last Revised	10/4/2010				
				Print Date	1/12/2011				
TSA	UNIT	**	ROAD NAME	FROM	TO	AM nb/eb	AM sb/wb	PM nb/eb	PM sb/wb
B	256	R	BUNK FOSS RD/RITCHEY RD	SR 9	S.MACHIAS RD		X		X
C	198	U	MARSH RD	LOWELL LARIMER RD	SR 9			AUIA	
C	235	U	AIRPORT WY	99 AVE SE	SNOHOMISH C/L			X	
C	353	U	AIRPORT WY	SR 9	99 AVE SE		AUIA		AUIA
C	445	R	SPRINGHETTI RD	BROADWAY AVE	AIRPORT WY	X	X	X	X
D	202	U	SEATTLE HILL RD	35 AVE SE	SR 96			AUIA	AUIA
D	*218	U	164 ST SW/SE	I-5 NB ON/OFF RAMPS	MILL CR C/L	UC	UC	UC	UC
D	*219	U	164 ST SW	LYNN C/L (Spruce Way)	I-5 SB ON/OFF RAMPS	UC	UC	UC	UC
D	220	U	ALDERWOOD MALL PKWY	164 ST SW	LYNNWOOD C/L			X	X
D	225	U	148 / 150 ST SW / JEFFERSON / MADISON WY	SR 99	ASH WY				X
D	227	U	BEVERLY PARK RD	SR 525	AIRPORT RD (EVT)				X
D	228	U	AIRPORT/128 ST SW	SR 99	SB Ramps I-5	X		X	X
D	229	U	4 AVE W	128 ST SW	112 ST SW		X	X	X
D	234	U	112 ST SW	BEVERLY PARK RD	AIRPORT RD (EVT)	X	X	X	X
D	287	U	35 AVE W/36 AVE W	LYNNWOOD C/L	164 ST SW	X			
D	293	U	GIBSON RD / 134 ST SW / 4 AVE W / ASH WY	SR 99	128 ST SW			X	X
D	298	U	Meridian AV / 3rd	SR 96	Meadow Place			X	
D	304	U	LARCH WAY	164 ST SW	178 ST SW	X	X	X	
D	336	U	35 AVE SE	GRANNIS RD	168 ST SE		X	X	
D	352	U	4 AVE W	112 ST SW	EVERETT C/L			X	X
D	453	U	LINCOLN WAY	BEVERLY PARK RD	ADMIRALTY WAY	X	X	X	X
D	454	U	Meadow Road	164th ST SW	146th ST SW				X
E	207	U	35 AVE SE	GRANNIS RD	168 ST SE		X	X	
E	*211	U	SNOH-WOODINVILLE RD	KING CO LINE	SR 522 (EB RAMPS)	UC	UC	UC	UC
E	262	U	180 ST SE	SR 9	BROADWAY AVE	X	X	X	X
E	420	U	YORK RD/35 AVE SE	SR 524	GRANNIS RD		X	X	
F	214	U	LARCH WAY	MLT C/L	CYPRESS WY (S LEG)			X	
F	215	U	204 ST SW	LYNN C/L	28 AVE W		X	X	X
F	278	U	POPLAR WY	LYNNWOOD C/L	BRIER C/L	X	X	X	X
F	337	U	YORK RD/35 AVE SE	SR 524	GRANNIS RD		X	X	
	*	>	Signifies Arterial Unit Declared to be at "Ultimate Capacity" by the County Council.						
	###	>	Red color sigifies arterial unit in arrears (AUIA).						

"X" means future LOS analysis needed. "AUIA" means in arrears."* = Urban or Rural Designation. "UC" means at Ultimate Capacity.

AM 1/12/11

T:\TES\COMMON\30.66B\Traffic Study Requirements\Forms and Process\Critical AU List and Traffic Study Scoping Sheet.xls\Critical Units

Page 1 of 2

Critical Arterial Units and Traffic Study Scoping Sheet for Large Developments

SCOPING SHEET

JMM — Applicant will evaluate future LOS on any critical arterial unit impacted by 3+ PHT and any other arterial unit impacted by 50+ directional PHT.

Additional Arterial Units to be Evaluated Other Than Those Listed Above

UNIT #	ARTERIAL UNIT

MB — No Additional Arterial Units to Evaluate

NOTE: Per DPW Rule 4220.100(4) an arterial unit not identified as critical or called out for analysis at the traffic scoping meeting is not considered to be within the scope of required future level-of-service analysis and will not be a factor in concurrency determinations except when the arterial unit is declared to be in arrears prior to the development's concurrency vesting date. See 4220.100(4) for other possible exceptions.

Project currently called	PFN#	TSA
POINT WELLS	PS 09 108601	F

JMM — Basic Percentage Trip Distribution was / was not reviewed, and tentatively looks OK** / needs revision.
** *If approved, applicant must include copy (initialed and dated by PDS) with submitted traffic study.*

Other Notes from Traffic Study Scoping Meeting

JMM — Applicant agrees to use the versions* of the following in effect as of the date of this scoping meeting.

1	Arterial Unit Categories	5	Requirements For Traffic Studies With Future Level-Of-Service Analysis
2	Key intersections (Lists and Maps)	6	State Highways of Statewide Significance as Designated by WSDOT
3	List of Six-Year Network Assumptions	7	Synchro Calibration Revision
4	Required Format for Trip Distributions		

* http://www1.co.snohomish.wa.us/Departments/Public_Works/Divisions/TES/ProgramPlanning/3066B/

Applicant (or Traffic Consultant) Sign and Date in This Space
Jack M. Molver 12/16/09

Planning and Development Services Sign and Date in This Space
Mark A. Brown — Date 12-16-09 — Valid Until 3-16-10

PLEASE NOTE: Attach this signed document to the traffic study with the submittal.

T:\TES\COMMON\30.66B\Traffic Study Requirements\Forms and Process\Critical AU List and Traffic Study Scoping Sheet.xlsCritical Units

Page 2 of 2

APPENDIX B –
PRESUBMITTAL CHECKLISTS

Traffic Analysis Impact Checklist

Washington State Department of Transportation (WSDOT) Northwest Region

Developments within Snohomish County

Attach this completed and signed form to the initial development application.

Contact: WSDOT Snohomish Area Developer Series

MS 240, WSDOT NW Region, PO Box 330310, Seattle, WA 98153-9710

Website: www.wsdot.wa.gov/regions/northwest/snohomish/developerservices/snokingdevelopmentsercieshome.htm

Section One (1)

1. **Development Name:** Point Wells **PFN:** 09 108601 PS
2. **Development Location**

SW corner of Snohomish County; 3,500 housing units, 70,000 sq ft commercial, 15,000 sq ft retail & public park and/or 9 lot short subdivision

   a. **Transportation Service Area (TSA):**
3. **Vicinity Map Attached.**
4. **Development Type:** Urban Center
5. **Trip Generation:**
   a. **Average daily traffic generated:** See Traffic Study
   b. **PM Peak Hour traffic generated:** See Traffic Study
6. **Is PM Peak Hour traffic generated fifty (50) or greater?:** X Yes ___ No
7. **Is the development likely to add ten (10) or more PM Peak-Hour trips to any LOS F or HAL location within the development's TSA?:** ___ Yes ___ No X ?

   Detail:

8. **If "yes" to Number 6 or 7:**

X A comprehensive traffic study is required, consistent with County/WSDOT Traffic Impact Analysis Checklist Section (2).

Signatures and date:

Applicant/Representative: [signature] Date: 1/12/11

Snohomish County Representative [signature] Date: 1/12/11

Attachments:

1. Vicinity Map
2. Report of LOS F or HAL locations, if appropriate
3. Traffic Mitigation Offer to WSDOT:

Exhibit "A"

Interlocal Agreement WSDOT and Snohomish County

Page 1

Rev. 02/04

TRAFFIC PRESUBMITTAL CONFERENCE REVIEW FORM (SCC 30.66B.020) Snohomish County

PDS Traffic/Drainage Section (425) 388-6440

This form, signed, completed, and less than 90 days old is required with permit application.

A permit application for the development proposal described below will not be accepted by PDS without this form signed by a County representative and the applicant within 90 days. Extensions can only be granted in advance of application submittal and may require additional review and revisions.

General Information

Project File Number: 09 108601 PS Development Name: Point Wells

Applicant: Mark Wells Paramount of Washington

Representative: Jack Molver, P.E., DEA Phone: (425) 259-4099

Development Type: ___ CBP ___ CU ___ Duplex X SP ___ Plat ___ Rezone

___ Site Plan ___ Modification X Other Urban Center

Building Size: ___ Number of Units/Lots: ___ Existing: Oil refinery TBR

General Location of Site: SW corner of Snohomish County

___ 1/4 S 35 T 27 R 3 Transportation Area (TSA) F

X Inside Urban Growth Area (UGA) for City of ___ ___ Outside UGA

Based on information provided by the applicant likely traffic impacts have

been identified and X will ___ will not require impact mitigation

Notes 3,500 housing units, 70,000 sq ft commercial, 15,000 sq ft retail & public park and/or a nine lot short subdivision.

The following items are required with permit application:

X Traffic review fee of $ 5,000.00 ___ Traffic review fee not required

X Trip Generation -AM and PM Peak Hour and Average Daily Traffic (ADT)

X AM and PM Peak Hour Distribution (See *Required Format for Trip Distributions*)

___ Developer hereby voluntarily allows the scope of traffic impact analysis to be determined during review of the application.

___ A pre-application concurrency evaluation has been performed under PFN:

___ Applicant must provide mailing labels of parties of record with permit application

9 copies of traffic information required at submittal (or) ___ No traffic information required

Notes 2 copies of Synchro file

To PDS Counter Staff – Route the following materials to the Traffic/Drainage Section:

X This form X PDS Master Application - 1 copy

X Site Plan - 3 copies ___ Targeted Drainage Plan - 2 copies

___ Environmental Checklist - 1 copy X TDM Plan (1 copy optional) or offer

X Traffic information - 3 copies ___ Do not route application to the Traffic/Drainage Section

Route one copy of permit application and traffic information to:

X **WSDOT** ___ **Cities of:** Woodway, Shoreline

Signatures and Dates

Mark A. Brown 1/12/11 Jack M. Molver 1/12/11

Snohomish County Representative Date Applicant/Representative Date

Print name: Mark A. Brown Print name: Jack Molver, P.E.

Additional review date/initial: ___ ___ ___ ___

Revised Effective ___ Page 1 of 3 30.66B Presubmittal Form C-4213-1

TRAFFIC PRESUBMITTAL CONFERENCE REVIEW FORM (SCC 30.66B.020) Snohomish County

Disclaimer
The following information and estimated mitigation requirements represent road conditions, code and rule requirements, and information about the proposed development as of the date signed below. Any of these things may change prior to the application submittal date.

Estimated Impact Fee: (SCC 30.66B.310)
The traffic impact fee must be paid at the time of or prior to building permit issuance for any development. Estimated new average daily trips (ADT) generated by the proposed development are:

See Traffic Study for trip generation
Residential rate is $230.00/ADT
Commercial rate is $196.00/ADT

Impact Fee Calculation _____ ADT X $/ADT = $?

The County will establish whether credits are warranted on a case-by-case basis for each development upon review of the application, but in general credits against the impact fee are warranted when the County requires developers to construct frontage improvements, donate right-of-way, or construct off-site improvements that are part of the projects in the impact fee cost basis as identified in the Transportation Needs Report.

Transportation Demand Management (TDM): (SCC 30.66B.630)
All new developments inside an urban growth area boundary shall provide sufficient transportation demand management measures through approved on-site measures or by payment as calculated below: If TDM on-site measures are proposed, a separate TDM plan must be submitted with the initial application.

Estimated TDM Payment Calculation ? Peak Hour Trips X 5% X 6500 = $?

_____ Additional TDM may be required for impacts on arterials designated as ultimate capacity

_____ Trip Reduction credit information provided to applicant.

Notes See traffic study

Level of Service (LOS): (SCC 30.66B.120)
The County makes a concurrency determination upon receipt of a development initial application. A development not deemed concurrent cannot be approved. Currently in the applicant's TSA, the following arterial units are in arrears, at ultimate capacity, or at risk of being in arrears:

None in arrears. See Critical List for units at risk

____ This development may generate more than 50 peak hour trips, hence a traffic scoping meeting is required

____ prior to application submittal. ____ It was held in conjunction with this meeting, or ____ It was held on

_____ , or _____ It will be scheduled and held prior to application submittal

Inadequate Road Condition (IRC): (SCC 30.66B.210)

____ Not applicable, as the development will generate less than three (3) PM peak hour trips.

When a development impacts an IRC with three or more PM peak hour trips, improvements to the road, adequate to remove the IRC classification will be required. At this time, the following IRCs have been identified in the applicant's TSA:

The intersection of Locust Way/15th Ave W has been identified as an IRC.

Project File Number 09 108601 PS

Signatures and Dates

Mark A Brown 1/12/11
Snohomish County Representative Date

Jack M. Molver 1/12/11
Applicant/Representative Date

Additional review date/initial: _____ _____ _____ _____

TRAFFIC PRESUBMITTAL CONFERENCE REVIEW FORM (SCC 30.66B.020) Snohomish County

Frontage Improvements: (SCC 30.66B.410) All developments will be required to make frontage improvements along the parcel's frontage on any opened, constructed, and maintained public road. Standard frontage improvements are required along the project's frontage on the following road(s):

___ Urban: Urban standards consist of ____ ft. of paved roadway from the centerline of the right-of-way or roadway** with concrete curb, gutter, planter and a Urban: _____ foot sidewalk, or

___ Rural: Rural standards consist of ____ ft. of paved roadway from the centerline of the right-of-way or roadway** with a _____ Foot paved shoulder, or

X Frontage improvements are not required.

**The location will be determined during review. Notes:

The site has no frontage on any opened or unopened County right-of-way.

Right-Of-Way Requirements: (SCC 30.66B.510) Development shall be required to dedicate, establish, or deed right-of-way to the county for road purposes when to do so is reasonably necessary as a direct result of a proposed development, for improvement, use or maintenance of the road system serving the development.

The road fronting this development, _____ is designated as a _____ on the County Arterial Map. This roadway ultimately requires a right-of-way width of _____ feet from centerline of right-of-way. Presently on the development's side of centerline _____ feet exist. Thus, _____ feet of additional right-of-way is required along the development's frontage.

Notes No right-of-way required.

Access and Transportation Circulation Requirements: (SCC 30.66B.420) All developments are required to provide for access and transportation circulation in accordance with the comprehensive plan and county development regulations. In addition, off-site pedestrian facilities for school children may be required for subdivisions and short subdivisions pursuant to RCW 58.17.110:

All access will be from within the City of Shoreline.

Mitigation for Impacts on State Highways and/ or City Streets (SCC 30.66B.710 and 720)
Consistent with interlocal agreements mitigation may be required for impacts on state highways or city streets. Applicant must complete all of the following and include with initial submittal:

WSDOT: X Traffic Impact Analysis (TIA) Checklist, TIA conforming to checklists, and mitigation offer.

CITIES: ___ Traffic Worksheets, Traffic Studies conforming to worksheets, and mitigation offers for:

List Cities _____

Comments/Other:

Haul Route Agreement may be required. Allow 4 weeks for processing.

Links to current code, rules, forms, and other relevant data are on the web at:
http://www1.co.snohomish.wa.us/Departments/Public_Works/Divisions/TES/ProgramPlanning/3066B/

Notes

Project File Number 09 108601 PS **Signatures and Dates**

Mark A Brown 1/12/11
Snohomish County Representative Date

Jack M. Molver 1/12/11
Applicant/Representative Date

Additional review date/initial: _____ _____ _____ _____

Revised Effective _____ Page 3 of 3 30.66B Presubmittal Form C-4213-1

APPENDIX C –
TRIP GENERATION AND REDUCTION DATA

DAVID EVANS AND ASSOCIATES INC.

Project: Point Wells Development
Project Number: PARA0000-0003

Description	ITE Land Use Code (LUC)	Units	Planned Units	ITE Vehicle Trip Generation Rates			Total Generated Trips			Total Distribution of Generated Trips				Total Distribution of Reduced (Internal) Trips					
				Weekday	AM	PM	Daily	AM Peak	PM Peak	AM In	AM Out	PM In	PM Out	Daily In	Daily Out	AM In	AM Out	PM In	PM Out
High-Rise Apartment	222	DU	107.0	4.20	0.30	0.35	449	32	37	8	24	23	15	138	138	5	15	14	9
Affordable High-Rise Apartment	222	DU	296.0	4.20	0.30	0.35	1,243	89	104	22	67	63	40	380	380	14	41	39	25
High-Rise Residential Condominium/Townhouse	232	DU	1861.0	4.18	0.34	0.38	7,779	633	707	120	513	438	269	2,380	2,380	74	314	268	164
Luxury Condo/Townhouse	233	ODU	500.0	6.14	0.56	0.55	3,070	280	275	64	216	173	102	939	939	39	132	106	62
Senior Adult Housing - Attached (Condo)	252	ODU	317.0	3.48	0.13	0.16	1,103	41	51	15	26	30	20	338	338	9	16	19	12
General Office	710	KSF^2	24.8	11.01	1.55	1.49	273	38	37	34	5	6	31	83	83	21	3	4	19
Medical-Dental Office Building	720	KSF^2	7.5	36.13	2.30	3.46	271	17	26	14	4	7	19	83	83	8	2	4	12
Specialty Retail Center	814	KSF^2	30.0	44.32	0.91	2.71	1,330	27	81	13	14	36	46	407	407	8	9	22	28
Supermarket	850	KSF^2	26.3	102.24	3.59	10.50	2,689	94	276	58	37	141	135	823	823	35	23	86	83
Quality Restaurant	931	KSF^2	18.0	89.95	0.81	7.49	1,619	15	135	8	7	90	44	495	495	5	4	55	27
							19,826	**1,267**	**1,729**	**355**	**911**	**1,008**	**721**	**6,067**	**6,067**	**217**	**558**	**617**	**441**
							Daily	**AM Peak**	**PM Peak**	**AM In**	**AM Out**	**PM In**	**PM Out**	**Daily In**	**Daily Out**	**AM In**	**AM Out**	**PM In**	**PM Out**
							Total after Internalization			12,133		217	558	617	441				
							Existing Trip Reduction			546		81	35	35	81				
							Total			11,587		136	523	582	360				

Table 7.1 Unconstrained Internal Capture Rates for Trip Origins within a Multi-Use Development

		WEEKDAY		
		MIDDAY PEAK HOUR	p.m. PEAK HOUR OF ADJACENT STREET TRAFFIC	DAILY
from OFFICE	to Office	2%	1%	2%
	to Retail	20%	~~23%~~ 46%	22%
	to Residential	0%	~~2%~~ 60%	2%
from RETAIL	to Office	3%	~~3%~~ 10%	3%
	to Retail	29%	~~20%~~ 40%	30%
	to Residential	7%	~~12%~~ 60%	11%
from RESIDENTIAL	to Office	N/A	~~N/A~~ 10%	N/A
	to Retail	34%	53%	38%
	to Residential	N/A	N/A	N/A

Caution: The estimated typical internal capture rates presented in this table rely directly on data collected at a limited number of multi-use sites in Florida. While ITE recognizes the limitations of these data, they represent the only known credible data on multi-use internal capture rates and are provided as illustrative of typical rates. ***If local data on internal capture rates by paired land uses can be obtained, the local data may be given preference.***

N/A—Not Available; logic indicates there is some interaction between these two land uses; however, the limited data sample on which this table is based did not record any interaction.

Table 7.2 Unconstrained Internal Capture Rates for Trip Destinations Within a Multi-Use Development

		WEEKDAY		
		MIDDAY PEAK HOUR	p.m. PEAK HOUR OF ADJACENT STREET TRAFFIC	DAILY
to OFFICE	from Office	6%	6%	2%
	from Retail	38%	31%	15%
	from Residential	0%	~~0%~~ 10%	N/A
to RETAIL	from Office	4%	2%	4%
	from Retail	31%	20%	28%
	from Residential	5%	~~9%~~ 60%	9%
to RESIDENTIAL	from Office	0%	~~2%~~ 10%	3%
	from Retail	37%	31%	33%
	from Residential	N/A	N/A	N/A

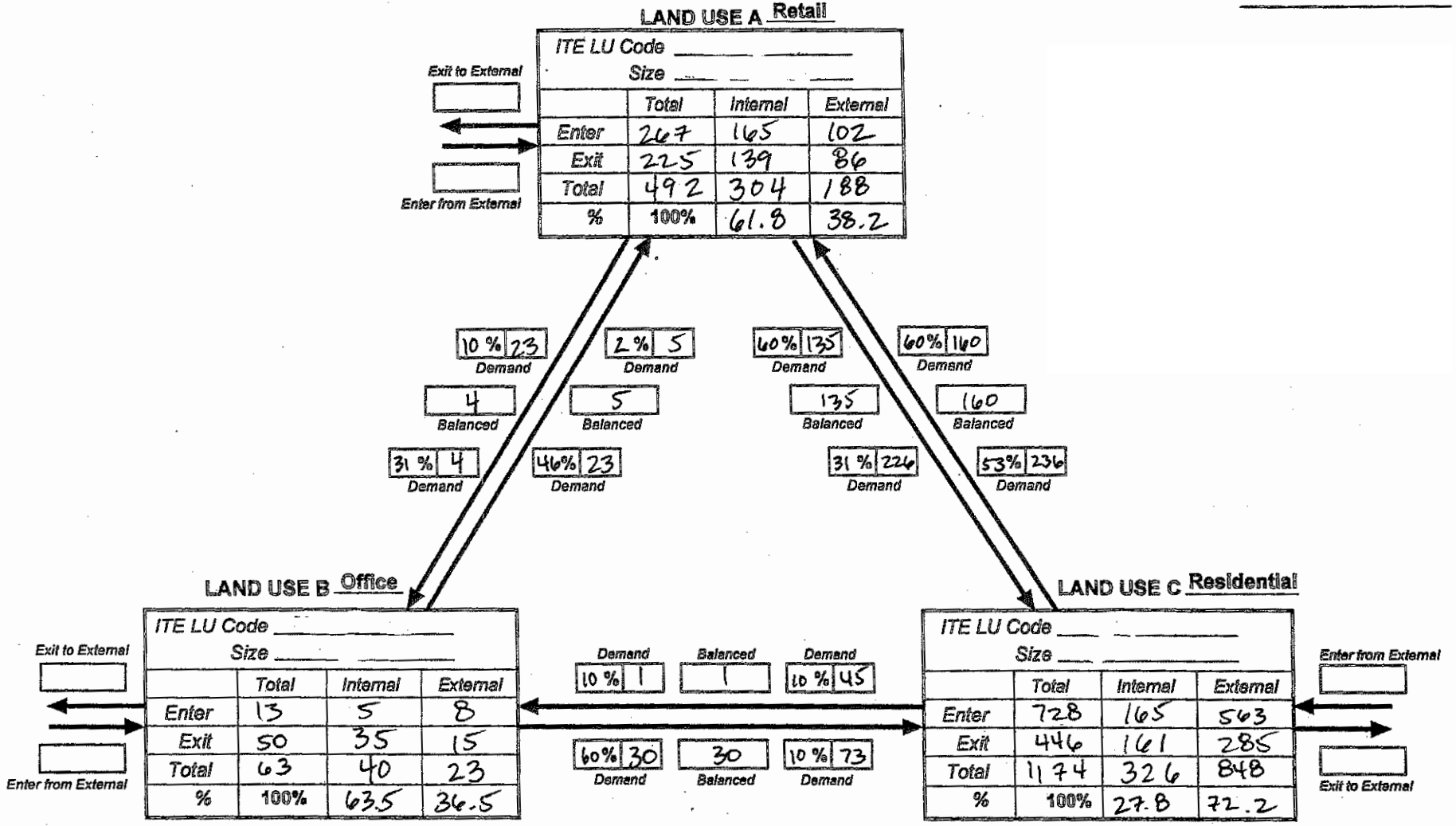
Caution: The estimated typical internal capture rates presented in this table rely directly on data collected at a limited number of multi-use sites in Florida. While ITE recognizes the limitations of these data, they represent the only known credible data on multi-use internal capture rates and are provided as illustrative of typical rates. ***If local data on internal capture rates by paired land uses can be obtained, the local data may be given preference.***

N/A—Not Available; logic indicates there is some interaction between these two land uses; however, the limited data sample on which this table is based did not record any interaction.

Analyst ADW
Date 2-22-11

Figure 7.2 Steps 1-3 for Multi-Use Trip Generation Calculation Sample Problem

Name of Dvlpt POINT WELLS
Time Period PM / DAILY



Net External Trips for Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	TOTAL
Enter	102	8	563	673
Exit	86	15	285	386
Total	188	23	848	1,059
Single-Use Trip Gen. Est.	492	63	1,174	1,729

Source: Kaku Associates, Inc.

INTERNAL CAPTURE 38.8%